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### Ohio State Engineer

**Title:** Foolproof!

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**Issue Date:** Apr-1937

**Publisher:** Ohio State University, College of Engineering

**Citation:** Ohio State Engineer, vol. 20, no. 5 (April, 1937), 6.

**URI:** <http://hdl.handle.net/1811/35387>

**Appears in Collections:** [Ohio State Engineer: Volume 20, no. 5 \(April, 1937\)](#)

# FOOLPROOF!

R. L. SLOANE, '38

SINCE man's first flight at Kittyhawk aeronautical engineers have been striving for a foolproof airplane. One of the greatest drawbacks to flying is the length of time required for training. This training usually covers many months and in the case of airline pilots it requires two years.

Several years ago the United States Government realized that there was a need for a plane that anyone could fly without long and extensive training. It was their belief then, as it is now, that for aviation to prosper flying must be placed within the reach of everyone. The task of designing this "safe" airplane was given to the Bureau of Air Commerce and now at last they claim to have the ultimate in foolproof design.

This plane is the Stearman-Hammond Model Y. A glance at the sketches will show you that it is a most unorthodox design. The three-wheeled undercarriage and the outrigger booms supporting the tail assembly catch the eye immediately. The cabin does not appear very large yet it accommodates two with ease and comfort. Finished on the interior like an expensive limousine there is nothing to suggest to the passengers that they are in an airplane except the control stick which together with the engine throttle constitute the controls.

The simplification of the controls has eliminated one of the main reasons for extended training, namely: learning to coordinate the controls. This alone accounts for the remarkable fact that the plane has been flown by persons who had never touched the controls of an airplane before nor received any instruction before flying the ship. The Model Y is controlled by merely pushing the control stick in the direction you wish to go: if up, then stick back; if down, stick forward; etc. Landing, the bugaboo of all novice pilots, is no trick at all with the Stearman-Hammond for the nose wheel prevents nose-overs and the wide tread of the rear wheels is a protection against ground-loops.

One usually associates speed with airplanes and the fact that this is a "safe" airplane does not handicap it in the least. With the standard 125 h. p. engine its top

speed is 120 m.p.h., with a cruising speed of 110 m.p.h., and a landing speed of only 40 m.p.h. Also its tanks are sufficiently large to permit a 500 mile non-stop pleasure cruise. It is quite probable that we shall see a good many of these "flivver" planes in the air in the near future. Perhaps next year's motto will be "A Plane for Every Family."

STEARMAN-HAMMOND MODEL-Y

